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THE  
BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



◆◆ VOL 2 NO. 20 ◆◆  
OCTOBER 24 - NOVEMBER 6, 1991





Photo By Gary Golas

Retired members of New Bedford's fishing community gathered recently for a dedication of a memorial park along the city's waterfront in the memory of New Bedford Ship Supply's owner Rasmus Tonnessen.

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## PUBLISHER NOTES

By Gary S. Golas



It was a fitting tribute recently to three men who have contributed much to develop the waterfront and the fishing industry. I am speaking of our late friends, Rasmus Tonnessen, Bill Brennan and Dr. John O'Toole III.

Mr. Tonnessen ran a ship supply business in a way that many business people would not want to conduct business. It was the countless times when he extended credit to boatowners so that they may get by. Mr. Brennan, "The Voice of the Waterfront" touched all of us with radio news about the industry that constantly reminded everyone of the importance of this great industry and its people. Lastly Dr. O'Toole went far beyond caring about the harbor lighthouses...he did something about them by scrapping, painting and convincing others to do the same.

We couldn't agree any stronger. A waterfront park named after Rasmus, the wharfinger building as a Bill Brennan memorial and recognizing the work of Dr. O'Toole were important things to do because these men were important people.

Cover Photo: Crewmembers (Lower Robert Brunnette and Upper Robert Medeiros) of the scalloper F/V Settler prepare for their trip as they cut chain links on their port dredge.

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The Barnacle is written and published two times a month by Desktop Marketing Concepts, P.O. Box 71, Fairhaven, Massachusetts, 02719. Tel: (508) 999-4255. Subscription rates for mailings at \$10.00 for 24 issues. We welcome guest columns and press releases. Copyright © 1990, Desktop Marketing Concepts.

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# Ship to Shore....messages from offshore and home

To: Tony Fernandes (Capt)  
F/V Exact

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In the Light of Day;  
The Dark of Night.  
The Gift of your Sweet Love  
I all I want!  
Nothing else means more,  
As that is the Best Surprise!  
In the Ray of the Sun,  
And for the Hours in a Rainbow  
Is the Feeling of your true  
Heart.  
So, Give me the Gift of your  
Sweet Love  
In the Day to Come that  
We will never Part!  
Love ya always  
OKO "Me" KOK

To Capt Tony Fernandes, F/V Exact  
FROM: Donna Rayner

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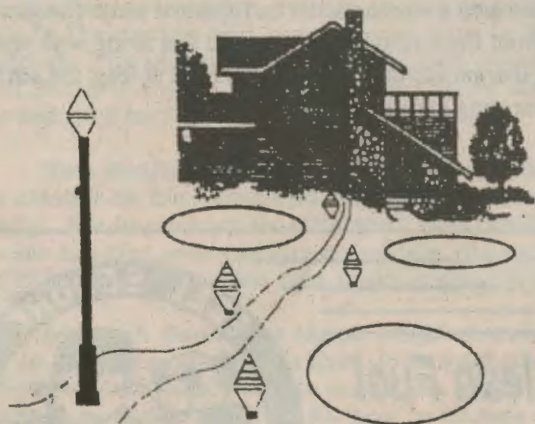
## HAPPY BIRTHDAY TO :

- |   |   |
|---|---|
| 10/25 MIKE FARRELL F/U VICTOR<br>(WIFE & KIDS)          | 11/2 NANCY MACDONALD - WIFE OF<br>MIKE F/U LIBBY II, FEWWAY THE DOG |
| 10/27 WILSON MACDONALD                                  | 11/6 CAPT EDDIE CARTER  |
| 10/28 BOB HUNTLEY                                       | 11/7 STEVE SAUNDERS<br>(FROM LARRY C. & MALYKIE)                    |
| 10/29 EVEN MCCOMBE                                      |   |
| 10/30 "MUFFINS" MURPHY                                  |   |
| 10/31 DICK CARROLL - RETIRED                            | 10/25 CAPT. LOUIS & IRENE DOUCETTE                                  |
| 11/1 PORFIRIO CANEIRA - F/U SUNSHINE<br>(DAU. BRITTANY) |   |

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## Seattle Fish Expo Attracts Local Reps

A handful of local New Bedford fishing industry businessmen and officials flew to Seattle, Washington last week to view the huge west coast Fish Expo. According to reports the show was highly successful in attracting over 1,100 booths featuring over 750 companies from all over the world. One of the local people attending was Joe Vinagre of Luzo Fishing Gear and Harbor Development Commissioner.

"It was an extremely busy place featuring things for the west coast fishery which are much different than what we have." There was pollock netting, crab traps and salmon netting.

Vinagre reports that he noticed the attitude of those involved in the west coast fishery seems to be much more positive than the east. He indicated that despite the hard times the salmon fishery is going through suffering from a glut from farm fishing methods many vessels are still being built. Yet he noticed that some vessels are for sale at city docks.

The show attracted many more exhibitors than that of 1989. There has been a decrease in the amount of exhibitors at the east coast Fish Expo, which is held on alternative years.

Vinagre also toured Seattle docks with HDC Director Marty Manley to view how those docks are maintained. He reported that rubbish problems still persist everywhere but that extra bins are used to separate trash for recycling efforts.

The show took place from October 17-20.

## Vote To Stop Dragger Landed Lobsters Denied

The Marine Fisheries Advisory Commission met on September 5th at Cat Cove Lab in Salem to take action on a number of measures including that of prohibiting draggers from landing lobsters. The commission voted 6-0 with 2 abstentions to deny a Massachusetts Lobstermen Association petition to stop the landing of dragger caught lobsters in Massachusetts.

According to a report in the MLA October newsletter, Massachusetts Division of Marine Fisheries Director Phillip Coates made a recommendation during the meeting which included supporting arguments requesting the Advisory Commission deny the petition. After some debate on the issue, the denial vote was taken.

Following the vote, there was a move to consider instead, a provision which would limit lobsters landed by draggers to some by-catch instead of the present "unlimited" incidental catch, since at the hearings draggers had all indicated that lobsters were only an incidental by-catch.

No formal action was taken, but the Division of Marine Fisheries indicated that they would look into the statistics on the subject for future discussion.

In other matters, the Commission took no further action on the petition by the Gloucester Inshore Fisheries Association regarding changes in dragger operations in Area 5. The possible opening of parts of the area a month earlier had sparked some concern from Cape Ann lobstermen and this along with some other problems, stalled action until at least the next meeting and maybe beyond.

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Photo by Gary Golas

The schooner Ernestina patiently awaits word to ship across the Atlantic as a crowd gathers for a formal ceremony on October 19th.

## GETTING THROUGH TOUGH TIMES TOGETHER

*These have been hard times. The painful effects of this recession have been felt by every state in the nation and every community in New England. The city of New Bedford is no exception. John Bullard knows that many people are deeply worried and he feels their pain.*

*New Bedford is the city that John Bullard has chosen as his home and the place to raise his family. It's important to John that New Bedford be able to offer your children and his, the opportunity to find a good job and make a good life.*

*In tough times like these, tough decisions had to be made...decisions that John wished he hadn't had to make. But he made the hard choices. And now it's time for you to choose who is most qualified to lead our city through these times.*

*John Bullard has a vision for New Bedford's future, but he knows that getting there is difficult. John has proven his ability to lead us through these times, but he needs the continued support of the people of New Bedford to do it.*



Now is not the time to change proven leadership.

# John Bullard

The right choice to get us through the tough times

## MAYOR

Committee to Elect John Bullard. Campaign Headquarters - 995-5544



# Memorials Established For Fishing Industry Men

A waterfront park and former auction house will be dedicated to two fishing industry men who recently passed away. Rasmus Tonnessen and Bill Brennan were honored by New Bedford Mayor John Bullard recently during the 25th Celebration of Preservation in New Bedford.

The park situated besides the Lightship New Bedford will be dedicated to Tonnessen and will be designed from federal funds. The city's wharfing building which was home to the seafood auctions for many years will be renamed the Bill Brennan Memorial Building following a Harbor Development Commission meeting.

Mayor Bullard paid tribute to both men during a ceremony on October 15th.

"We lost two giants in the last couple of monthsd. One was Rasmus Tonnessen. I learned alot about New Bedford and people from rasmus Tonnessen. He was a quiet man and he never sought to get any attention to himself as his many friends here will attest. But he had a dignity that was undeniable. Many people have said that if it weren't for Rasmus Tonnessen,



there are dozens, maybe hundreds of people who never would have been able to get into the fishing business. We are all so very proud that New Bedford is the number one fishing port in the United States of America, that for all of this century we have sent our vessels to sea. It's a hard life and it challenges you and if you don't have friends it'll drive you out. But Rasmus Tonnessen was a person who did more than just outfit ships. Rasmus made sure that people would stay in this business if they are willing to work hard. And I know no one will ever forget Rasmus Tonnessen. I think as we make plans for this

historic wharf to be restored as a public park. there can be no more fitting honor than to name this after him so that people gather here on summer afternoons, lookj across at New Bedford Ship Supply, they can understand what New Bedford is all about, what the New Bedford people are all about, quite strength, very similar to the strength of the ocean. Rasmus Tonnessen and New Bedford are inseparable and we are going to fix this park up and be proud of it."

Following a citation giving to Tonnessen's wife, Bullard went on to talk about Bill Brennan.



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"I don't think that there is a fisherman or a member of a fisherman's family who hadn't looked forward in the past to the Vopice of the Waterfront, bringing news from home, bringing birthday greetings, making a connection from the people, the family, the hearts to those out 100 miles at sea. It takes a very special voice to communicate those feelings over that distance. Bill Brennan was a very special man. Bill Brennan know the people who worked on the New Bedford waterfront. He knew their families and knew the importance of communication. It's a tough life when you are out at sea and you miss your children's birthdays or their weddings or other important events like those of us who do our business on land are used to participating in on a regular basis.

Bill Brennan kept that link alive between those at sea and those at home. He was the vopice of the waterfront of course, but he was the voice of New Bedford. He was the voice of our fishing industry. That voice can still be heard by all of us here. He is still with us and again it just shows the importance of people in this business. I will propose to the HDC that a memorial be erected on that important building for Bill Brennan. It is an important building but lets get one thing straight, the most important think in this city is New Bedford people and Bill Brennan, another part of our history now is someone that we honor here today."

A citation was given to Bill's wife Mildred.



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## Seafarers International Union New Bedford Column

Henri Francois

The SIU announced during a September hearing that it supports the primary aim of a bill designed to help restore depleted stocks of ocean groundfish. But the union also said it is opposed to parts of the bill which could eliminate many Seafarers' jobs.

Henri Francois, SIU port agent in New Bedford, testified in Boston before a House Merchant Marine and Fisheries subcommittee. Speaking on behalf of Seafarers, Francois offered alternatives to portions of the bill sponsored by Representative Gerry Studds (D-Mass.) who chairs the subcommittee.

The Studds bill "will require further sacrifices on the part of an industry that cannot afford to sacrifice," Francois said. "The SIU and its members have already bitten the bullet and have tightened our belts."

Francois pointed out to the subcommittee that the SIU contract covering working conditions on New Bedford fishing boats already includes conservation measures such as mandatory lay-overs between trips.

He suggested that avenues such as trip limits and lay-overs be explored as an alternative to drastic cut-backs in employment.

One aspect of this plan which

has drawn particular fire from the SIU is the planned expenditure of \$10 million in 1992 and similar expenditures for the years 1993-1995 expressly to be used for job retraining.

Francois stated in his testimony that in the economic climate of New Bedford, where the unemployment rate is estimated to be around 15 to 20 percent, retraining for other jobs might be an "exercise in futility."

Even if jobs were available, Francois said that the men would simply go elsewhere to enter another fishery. "It would be extremely difficult or near impossible [for SIU fishermen] to replace century old customs and traditions with alien occupations," he said. He also noted the adverse impact on New Bedford and other fishing communities where many people are dependent on the industry for their livelihood.

As an alternative to dramatic reductions in fishing opportunities, the SIU advocated practical measures such as mandatory minimum lay-overs between fishing trips; trip limitations fairly distributed between all active vessels; and closures of certain fishing grounds vital to the regeneration of the target species of fish, primarily haddock, cod, and

flounder.

In announcing the fishing conservation bill, Studd said, "The most practical way to conserve fish is to reduce fishing" - That is the aim of the New England Groundfish Restoration Act. Through a moratorium on new fishing vessels and a program to buy-out some existing vessels - tentatively funded by a controversial 15 cent fuel tax on fishermen - the bill aims at doubling the stocks of New England groundfish within five years.

The SIU reports that the bill in general has been favorably received by representatives of the fishing industry in the Northeast. Dwindling stocks of groundfish have meant lean times in places like New Bedford where foreclosures on fishing vessels are becoming common.

Action on this bill is expected shortly, because March 1, 1992 is a deadline set by a court order for the New England Fishery Management Council (NEFMC) to put in place its own conservation plan.

If no plan is forthcoming then authority for setting a plan falls to the Secretary of Commerce in whose department the NEFMC, part of the Fish and Wildlife Service, falls.



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# Coast Guard Reports

*Provided as a courtesy of CG First District, Boston*

September 19, 1991/ 11:30 PM

The F/V American Hope requested Coast Guard assistance after it was taking on water 30 miles east of Nantucket. The 73' stern trawler with six people on board was still attempting to motor toward Nantucket. A helicopter was dispatched and two pumps were dropped which brought the flooding under control. The flooding source could not be located and the Coast Guard vessel escorted the vessel to Nantucket Sound where it proceeded to port at Woods Hole safely.

September 26, 1991/ 1:32 AM

Coast Guard Station Woods Hole received a report from the F/V Fisherman that the F/V My way was taking on water through its shaft packing and that their pumps weren't keeping up with the flooding. The vessels were 30 miles east of Nantucket. An urgent marine broadcast was issued and a helicopter was dispatched. Two pumps were delivered to the boat and it brought the flooding under control. The vessel was escorted back to port safely.

September 19, 1991/ 8:07 PM

The F/V Vaud J called for medical assistance 107 miles southeast of Nantucket after a crewman was reportedly injured with lacerated fingers from an accident involving a chain. The master had applied gauze to the wound and wrapped it with an ace bandage. The vessel was heading into Nantucket. The flight surgeon agreed with the actions and recommended that the hand be elevated and antibiotics be administered if available. The patient was transferred to a Coast Guard boat in Great Round Shoals Channel and transported to Nantucket Hospital.

September 20, 1991/ 2:40 PM

The New Bedford scalloper F/V Dolphin was out at 132 miles east/southeast of Nantucket when it called for medical assistance for a crewman who had fallen and was in severe pain. A medevac was requested and the flight surgeon agreed. The patient was successfully hoisted to a helicopter and was flown to Cape Cod Hospital.

September 21, 1991/ 6:16 PM

The F/V Enterprise reported that a crewman was injured after being struck by the net's door 22 miles east of Cape Ann. The patient had a pain in his left shoulder, back and chest because of the accident. A doctor was briefed and recommended a medevac by boat. A Coast Guard vessel with two EMTs on board arrived on the scene and administered first aid. The patient was transferred to a local hospital and was diagnosed as having a broken shoulder and ribs.

September 22, 1991/ 11:41 AM

A Coast Guard auxiliary member called the Coast Guard to report what was observed as red smoke near Buzzards Bay Tower. Further investigation revealed red streaks in the water covered by foam. Upon further investigation, the report was determined to be algae probably resulting from Hurricane Bob. There was no sign of distress or pollution in the area.

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September 22, 1991/ 4:32 PM

The Coast Guard District One received an activated 406 EPIRB alert presumably coming from the F/V Alice Marie 30 miles southeast of Nantucket. The vessel was contacted and the master was advised of the situation. The EPIRB was found to be energized in the armed position apparently due to a beacon malfunction. A notice of violation was issued.

September 26, 1991/ 11:27 PM

The Coast Guard Cutter Bittersweet had called for assistance 90 miles southeast of Nantucket after suffering from damages from a large wave on the port side at 3:30 PM. Water had gotten into after steering damaging the steering and into the engine room

damaging the main electrical panels and knocking out all power and main engine. The 180' bouy tender was towing a NOAA bouy had drifted for six hours before being able to notify the Coast Guard District. Coast Guard vessels were sent to assist.

September 27, 1991/ 6:55 PM

The M/V Horizon notified the Coast Guard via telex that it had a 57 year old female passenger suffering from congestive cardiac failure while it was out 180 miles south of Cape Cod. The ship's doctor recommended evacuation and a Coast Guard helicopter was dispatched. At approximately 8:25 PM the aircraft was notified by the ship's captain that the patient had passed away with two doctors and attendants. The request for

evacuation was cancelled by the ship's captain while the ship was making its way to the next port of call of New York.

September 28, 1991/ 9:22 AM

Coast Guard District One received a 406 EPIRB alert from New Bedford Harbor. A Coast Guard auxiliary unit who was in the area checked with several vessels, but was unable to locate the source of the signal. A Coast Guard boat with directional find capability was dispatched along with a helicopter. When they arrived on the scene the signal had ceased. The EPIRB was likely secured by the owner when he realized it was activated.

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## A REPORT FROM THE OFFICE OF CONGRESSMAN GERRY E. STUDDS 10TH CONGRESSIONAL DISTRICT MASSACHUSETTS

### ***House Approves Clean Vessel Bill***

WASHINGTON, D.C. — After a floor debate managed by Congressman Gerry Studds, the House of Representatives unanimously approved legislation to encourage the construction of pumpout facilities to dispose of boat sewage, a source of marine pollution in southeastern Massachusetts and across the country.

"Although boaters may leave their worries and troubles behind when they set out to sea, they tend to bring their digestive systems along," said Studds during House floor consideration recently.

"While the Clean Water Act prohibits discharge of untreated sewage from boats within three miles from shore, the effectiveness of federal regulations has been undermined by low levels of compliance and enforcement — and lack of public awareness and shoreside pumpout facilities, Studds said. "The result is marine pollution that is unsightly, unhealthy and damaging to local economies."

"The point of H.R. 1297 is to enable coastal communities throughout my district and around the country to take strong action against this pollution," Studds told his colleagues.

Studds cited the recent proposal by the Town of Wareham to ban septic waste dumping by pleasure boats within its maritime boundaries. "The effect of this no-discharge zone will be that all boaters will be required to use sewage pumpout facilities which are available in this community.

without adequate pumpout facilities this no—discharge zone would not be possible," Studds continued.

The clean vessel Act requires that 5% of money that states receive from the Sport Fish Restoration Account, known as the Wallop-Breaux Fund, be used to construct pumpout facilities where they are needed.

For Massachusetts, enactment of this legislation would mean that \$109,671 would be set aside next year to build, renovate or maintain pumpout stations. Inadequate facilities are a problem in areas like Buzzards Bay, where approximately 10,000 boats are docked or moored and only 10 pumpout facilities are available.

The clean vessel Act provides that states, subject to the approval of the environmental Protection Agency determine whether or not adequate pumpout facilities exist to meet the states' boater waste disposal needs. Only states with an insufficient number of facilities will be required to build more stations. It also provides states with the funds to inform boaters about the location of pumpout stations.

### ***Call For Info On Toxic Dumping***

Gerry Studds recently issued a public call for information on past waste dumping practices in Massachusetts Bay, asking fishermen and others in the general public to come forward to volunteer, whatever information may be available.

"I want to encourage every person who has information on past dumping practices to come forward," Studds said. "Our

investigators are trying to piece together the entire picture of who dumped what and where in Massachusetts Bay, but existing records are sketchy at best. Only with the active cooperation of the public will this investigation succeed."

This most recent call for information is part of an investigation by the General Accounting Office (GAO) into past dumping practice: in Massachusetts Bay which was initiated last month at the request of Congressman Studds. Studds asked for the investigation in response to recent reports at extensive, previously unreported instances of dumping at both toxic and radioactive waste.

GAO has assembled its team of investigators who have met with EPA officials in the region, begun searching records, and initiated interviews with individuals who participated in or are familiar with past dumping activities.

This action follows several telephone calls over the past week to the Congressman from individuals who disclosed new and potentially serious allegations of past dumping of radioactive wastes in locations not previously reported.

"I want to assure everyone that all information will be handled on a confidential basis. No names, addresses or telephone numbers will be made public without permission," Studds stated.

Those who may have information of past dumping activities should contact Congressmen Studds' office in Hyannis directly at (508) 771-0666.



# SCALLOP LANDINGS



Monday, October 7, 1991 *Endurance* 4,500 lbs \$5.36 Channel

Tuesday, October 8, 1991 *No Scallopers At Auction*

Wednesday, October 9, 1991 *No Scallopers At Auction*

Thursday, October 10, 1991 *Resolute* 3,200 lbs \$5.36 Channel

Friday, October 11, 1991 *Discovery* 4,500 lbs \$5.10 Channel  
*Enterprise* 3,500 lbs \$5.25 Channel

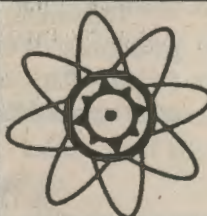
Monday, October 14, 1991 *Canton* 6,500 lbs \$4.70 Georges  
*Chivas Regal* 6,000 lbs \$4.75 Channel  
*Hustler* 5,500 lbs \$4.80 Channel  
*Ilen Rover* 3,600 lbs \$4.85 Channel  
*Prospector* 7,500 lbs \$4.65 Georges  
*Texas* 3,300 lbs \$4.85 Channel  
*Warrior* 6,500 lbs \$4.75 Channel

Tuesday, October 15, 1991 *Celtic* 5,300 lbs \$4.93 Channel

Wednesday, October 16, 1991 *No Scallopers At Auction*

Thursday, October 17, 1991 *No Scallopers At Auction*

Friday, October 18, 1991 *No Scallopers At Auction*



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Photo by Gary Golas

## Ernestina Gets Official Send-Off

The Schooner Ernestina was part of a formal ceremony on October 19th which will launch the ship on her fourth chapter...that of a training vessel. Over 160 of the ship's supporters and friends gathered to hear speakers as the ship with 24 new trainees, all part of a JTEC program were introduced to the crowd.

"Today we are watching history being made," suggested Mayor John Bullard who was on hand for the

ceremony. "It wasn't easy out on the Grand Banks when she fished for cod, it wasn't easy when she was in the ice in the north educating young people and it certainly wasn't easy traveling back and forth from Cape Verde bringing people to the new world."

The various speakers on hand gave Ernestina Captain Greg Swanzey flags, official letters and other memorabilia for the trip which

will take the cadets and ship across the Atlantic to the Azores and Cape Verde Islands. It would be the first time back for the ship since it was presented as a gift to the American Government by the President of Cape Verde.

Last minute administrative work has held up the voyage. The ship is to arrive back to New Bedford next April.

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## OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

*The following letter was sent to the Coast Guard's First District Admiral by the Offshore Mariner's Association in response to a recent boarding by CG Law Enforcement on the F/V Alpha Omega II*

Dear Admiral Sipes:

A member of Offshore Mariner's Association met with me today regarding a boarding of his vessel. His comments regarding the boarding, were a pleasant surprise to me.

A copy of the Report of Boarding is enclosed.

The boarding crew was from the U.S.C.G.C. BEAR out of the Fifth District. F/V Alpha Omega II was called by the BEAR that they were to be boarded which was fine with the Captain, Richard

Rose a co-owner.

The boarding party inspection team was exceedingly thorough and as strict as other boardings of the past. They seemed pleasantly surprised at the equipment and the conditions aboard.

That's not really what this letter is about though. Captain Rose was surprised and impressed by the attitudes, pleasantness and professionalism of the boarding party to his crew and himself. Radio contact with the BEAR was also efficient but polite. The boarding was as lengthy as any other that has transpired in the past, but the attitudes were vastly different than heretofore.

The complaint to me, in too many instances is that boarding parties come aboard like "Gang Busters" with no respect or politeness in dealing with captains and crews: In many instances, alleged violations are caused by a lack of proper shoreside communications, rather than an intent to beat the system.

After all, violations can be expensive and time consuming for all concerned. The problem is to be sure our vessels are safe, perform in the proper manner and obey the regulations to the best of our ability and knowledge. We need you and your services but we never know when. We must work together in the unity and harmony and this boarding/inspection team from the U.S. Coast Guard Cutter BEAR and its bridge crew is the way to go.

We are appreciative of the crew of the U.S. Coast Guard Cutter BEAR and their boarding policy.

*The letter was signed by Howard W. Nickerson and Richard Rose Captain/co-owner F/V Alpha Omega II*



### Mass. Maritime Academy April 1991 Fisheries Program Schedule

November 2 309A

AQUACULTURE SEMINAR

November 2 101D

Intro. to Personal Computers

November 2 407B

Refrigeration & Air Conditioning

November 16 208C Fish Finder and Sonar

November 16 304C CPR Basic

November 17 305C First Aid

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# DRAGGER LANDINGS



Chain 21,000/ Exact 26,000/ Faial Island 10,600/ Helen Marie 19,500/ Isabel S. 29,000/ Linda & Ilda 19,700/ Lucimar 15,000/ Mayflower 20,000/ Mischief 27,300/ Niagara Falls 21,000/ Southern Crusader 21,500/ Triunfo 14,100/ Valkyrie 18,700

TOTAL 263,400 lbs

**Oct 7, 1991  
Monday**

200 lbs  
137,700 lbs  
75,500 lbs  
23,800 lbs  
1,700 lbs  
200 lbs  
24,300 lbs

Haddock Large 1.50/ Scrod .80  
Cod Whale 1.25/ Large 1.15-1.40/ Market 1.20-1.40/ Scrod 1.10-1.40  
Blackbacks Large BB 1.35-1.50/ Small BB 1.33-1.50/ PW 1.30-1.50  
Georges Flounder 1.35-1.40  
Dabs 1.30/ Small Dabs 1.00-1.10/ PW .80-.90  
Greysole 1.00/ Small Greys .1.10  
Yellowtails 100-120 count 1.25-1.55/ 120-140 count 1.30/ 160-180 count 1.20-1.40

Blue Seas II 16,700/ Cowboy 16,000/ Neves 16,500/ Sea Breeze 14,600/ Sea Siren 13,700

TOTAL 77,500 lbs

**Oct 8, 1991  
Tuesday**

21,800 lbs  
8,500 lbs  
10,300 lbs  
1,600 lbs  
16,700 lbs  
18,600 lbs

Cod Large & Market 1.35-1.50/ Scrod 1.25-1.50  
Blackbacks Large BB & Small BB 1.25-1.40/ PW 1.25-1.35  
Georges Flounder 1.20-2.00/ Blackbacks 1.20-1.80/ Small BB 1.20-1.60/ PW 1.00-1.20  
Dabs 1.20/ Small Dabs 1.10/ PW .80-.90  
Sand Dabs .65-1.00  
Yellowtail 100-120 count 1.35-1.70/ 160-180 count 1.10-1.30

Humbak 22,200/ United States 16,800

TOTAL 39,000 lbs

**Oct 9, 1991  
Wednesday**

19,300 lbs  
8,000 lbs  
8,000 lbs  
3,700 lbs

Cod Large 1.18-1.45/ Market & Scrod 1.11-1.35  
Blackbacks Large BB 1., Small BB & PW 1.61  
Georges Flounder 1.75/ Large BB 1.40/ Small BB 1.40/ PW 1.40  
Yellowtail 100-120 count 1.65-1.70/ 160-180 count 1.65

Atlantic Star 10,500/ Bonansa 15,000/ Capt. Mano 12,400/ Elizabeth 12,000/ Lady Laura 12,600/ Nauset 14,000/ Shelagh K. 24,800/ Susie K. 21,000

TOTAL 122,300 lbs

**Oct 10, 1991  
Thursday**

50,000 lbs  
42,800 lbs  
14,600 lbs  
2,500 lbs  
11,800 lbs

Cod all 1.25-1.50  
Blackbacks Large BB 1.30-1.90/ Small BB 1.30-1.80/ PW 1.30-1.50  
Dabs 1.10-1.35/ Small Dabs 1.00-1.15/ PW .80-1.00  
Sand Dabs .70  
Yellowtail 100-120 count 1.50/ 160-180 count 1.10-1.15

Ana Palmira 13,700/ Foz Do Mondego 14,000/ Iberia II 10,500/ Seel 17,000/ Shannon III 18,200

TOTAL 73,400 lbs

**Oct 11, 1991  
Friday**

200 lbs  
24,900 lbs  
21,300 lbs  
12,700 lbs  
10,800 lbs  
1,100 lbs  
2,100 lbs  
300 lbs

Haddock Large 1.50/ Scrod 1.25  
Cod Whale 1.25/ Large , Market & Scrod 1.25-1.40  
Blackbacks Large BB 1.25-1.50/ Small BB 1.25-1.36/ PW 1.25-1.36  
Georges Flounder , BB , Small BB 1.50  
Dabs 1.10-1.25/ Small Dabs 1.10-1.15/ PW .90-1.00  
Greysole 1.00-1.50/ Small .80-1.25/ PW 1.00  
Sand Dabs .50-.60  
Yellowtail 100-120 count 1.75/ 160-180 count 1.25



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TOTAL 126,400 lbs

**Oct 14, 1991**

**Monday**

400 lbs  
 38,700 lbs  
 31,000 lbs  
 300 lbs  
 20,300 lbs  
 800 lbs  
 2,500 lbs  
 15,100 lbs  
 17,300 lbs

Haddock Large 2.00/ Scrod 1.80  
 Cod Large .80-1.25/ Market .80-1.50/ Scrod .80-1.25  
 Blackbacks Large BB 1.55-2.10/ Small BB 1.55-2.10/ PW 1.55-2.10  
 Pollock .60  
 Dabs 1.00-1.50/ Large Dabs 1.00-1.10/ Small .60-1.10  
 Fluke J 2.00/ S 1.50/ M 1.40  
 Greysole 1.10-2.00  
 Sand Dabs .50-.75  
 Yellowtail 100-120 count 1.25-1.50 / 160-180 count 1.00-1.25

Isabel S. 19,000/ Mary Elizabeth 8,000/ Maureen S. 23,000/ Sancor 20,600/ Sunshine 9,700/ Virginia Sands 25,100

TOTAL 105,400 lbs

**Oct 15, 1991**

**Tuesday**

42,600 lbs  
 44,200 lbs  
 7,600 lbs  
 8,000 lbs  
 1,700 lbs  
 1,300 lbs

Cod Large & Market & Scrod .70-1.10  
 Blackbacks Large BB 1.30-1.75/ Small BB 1.30-1.70/ PW 1.00-1.50  
 Georges Flounder 2.00/ Large BB 1.70/ Small BB .1.40/ PW 1.25  
 Fluke 1.20/ 1.10/ 1.15  
 Sand Dabs .65-.70  
 Yellowtail 100-120 count 1.50

Buenos Aires 10,500/ Chain 16,100/ Galicia I 16,000/ Lisbon 10,900

TOTAL 53,500 lbs

**Oct 16, 1991**

**Wednesday**

17,500 lbs  
 18,500 lbs  
 8,500 lbs  
 1,200 lbs  
 2,600 lbs  
 5,200 lbs

Cod Large .85-2.00/ Market & Scrod .83-2.00  
 Blackbacks Large BB & Small BB 1.60-1.65/ PW 1.00-1.65  
 Dabs 1.00-1.10/ Small Dabs 1.05-1.50 / PW 1.00  
 Fluke 1.00  
 Greysole 1.75/ Small 1.50/ PW 1.00  
 Sand Dabs .65

Costa Da Gale 9,100/ Cowboy 16,800/ Helen Marie 18,700/ Linda & Ilda 20,600/ Praia Da Torreira 19,000/  
 Ruthie B. 11,300/ Triunfo 15,700

TOTAL 111,200 lbs

**Oct 17, 1991**

**Thursday**

41,000 lbs  
 45,600 lbs  
 14,900 lbs  
 800 lbs  
 8,900 lbs

Cod Large ,Market & Scrod 1.00-1.30  
 Blackbacks 1.28-1.80/ Small 1.23-1.60/ PW 1.00-2.00  
 Georges Flounder 2.00/ Large 1.70/ Small 1.60  
 Sand Dabs 1.00  
 Yellowtail 100-120 count 1.40-2.00/ 160-180 count 1.40-2.00

Alentejo 9,500/ Kelly Ann 13,600/ Mayflower 19,900/ Mischief 16,200/ Portugal 13,300/ Niagara Falls 20,400/  
 Valkyrie 19,800/ Voyager I 10,700

TOTAL 123,400 lbs

**Oct 18, 1991**

**Friday**

44,000 lbs  
 34,000 lbs  
 20,800 lbs  
 5,600 lbs  
 1,600 lbs  
 6,200 lbs  
 11,200 lbs

Cod Whale 1.03-1.05/ Large 1.03-1.50/ Market & Scrod 1.00-1.50  
 Blackbacks 1.08-1.60  
 Georges Flounder all 1.45-1.55  
 Dabs 1.00-1.15/ Small Dabs 1.00-1.05/ PW .80-1.00  
 Greysole 1.00-1.50/ Small 1.00-1.50/ PW 1.00-1.50  
 Sand Dabs .80  
 Yellowtail 100-120 count 1.40-1.50 / 130-150 count 1.25/ 160-180 count 1.25-1.30

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by  
Richard C. Hiscock

## Understanding New Safety Regulations

This issue of **SAFETY NOTES** discusses several of the new requirements for fishing industry vessels that became effective on 15 September 1991, specifically: machinery guards, publications, compasses, and marking and maintaining lifesaving equipment.

**Note** when discussing these and other fishing vessel safety regulations, length means the length listed on the vessel's Certificate of Documentation or Certificate of Numbers.

### GUARDS FOR EXPOSED HAZARDS -

All documented fishing industry vessels operating outside the Boundary Line or with more than 16 persons on board must have installed "suitable hand covers, guards, or railings in the way of machinery which can cause injury to personnel, such as gearing, chain or belt drives, and rotating shafting." While there are no specific guidelines, the intent of the regulation is clear: protect personnel by installing guards or railings to prevent injury.

Examples of areas where protective guards should be considered are: belt drives on main engines, auxiliary generator sets, air compression unit;

chain drives in steering systems and winches; and guards, railings or grating around or over propeller and winch shafting.

In addition the regulations require that "exhausts pipes from an internal combustion engine which is within reach of personnel must be insulated or otherwise guarded to prevent burns."

### NAVIGATION INFORMATION -

All documented fishing industry vessels operating outside the Boundary Line or with more than 16 persons on board must have the following navigational information on board:

(a) Marine charts of the area of operation published by either the National Ocean Service, Defense Mapping Agency, Army Corps of Engineers or a river authority. These charts must be at a large enough scale (meaning the largest scale available) to make safe navigation of the area possible. Charts must be the latest edition and currently corrected, meaning that corrections published in the Local Notice to Mariners must be noted on each chart. (Local Notice to Mariners is



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available, free of charge, from: Commander (oan), First Coast Guard District, 408 Atlantic Avenue, Boston, MA 02110-3350 or by calling 617-223-8338.)

(b) For the area of operation each vessel must have on board a current copy, or applicable extract, of the U.S. Coast Pilot and the Coast Guard Light List.

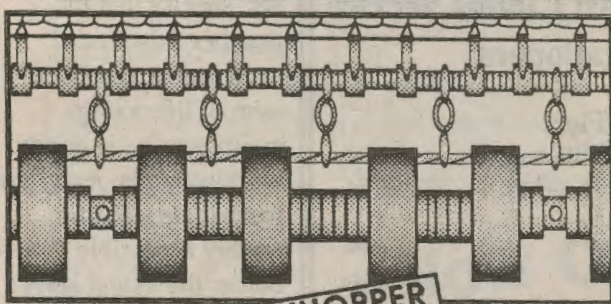
(c) For the area of operation each vessel must have on board a current copy, or applicable extract, of the Tide Tables published by National Ocean Service, and the Tidal Current Tables or river current publication issued by the U.S. Army Corps of Engineers or a river authority. If operating in both river and coastal/ocean area, both current tables would be required, if available.

(d) Finally, as has been the case for a number of years all vessels (state numbered or documented) of approximately 40 feet (12 meters), or more in overall length while operating on waters governed

by the "Inland Rules" (shoreward of the COLREG Demarcation Line) must have on board and maintain for ready reference an up-to-date copy of the Inland Navigation Rules."

#### COMPASS -

All documented fishing industry vessels operating outside the Boundary Line or with more than 16 persons on board must be equipped with a magnetic steering compass, with a compass deviation card (for the steering compass) at the operating station. Most fishing industry vessel are already equipped with a good magnetic compass. If your vessel is not, it is suggested that a marine compass capable of adjustment be installed. The deviation card should be prepared by a reputable "compass adjustor" and posted adjacent to the steering station. While there are no guidelines as to how recent the deviation card must be, it is suggested that the interval for steel vessels should



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not exceed two years, five years for wooden or fiberglass vessels. In either case the compass should be adjusted after major modifications, new installations or relocation of equipment.

### MARKING AND MAINTAINING LIFESAVING EQUIPMENT -

The requirements for marking and maintaining lifesaving equipment are applicable to all documented and state numbered fishing industry vessels.

Marking equipment - As of 15 September 1991 wearable personal flotation devices, including

immersion/exposure suits, must be marked with either the name of the vessel, the owner of the device, or the person to whom the device is assigned. Marking is to be in block capital letters, and should be at least one inch in height and in a contrasting color. A good permanent marker can be used, but you are cautioned not to use a marker with an alcohol base when marking PFDs, immersion or exposure suits, as the material can be damaged.

Additional lifesaving equipment, including ring buoys, life floats, buoyant apparatus, auxiliary craft and EPIRBs will require marking and the installation of retroreflective material by 1 September 1992. We will deal with the details of these requirements in later issues of SAFETY NOTES.

Maintenance of lifesaving equipment is now required on all fishing industry vessels. The regulations require and specify that the master of the vessel must ensure that each item of lifesaving equipment be in good working order, ready for immediate use, and readily accessible before the vessel leaves port and all times when the vessel is operated." In addition escape



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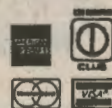
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October 24, 1991



## Book Watch

Provided By Benjamin Baker  
Baker Books

### **Betrayal At Pearl Harbor by James Rusbridger and Eric Nave**

*First Printing 1991, Summit Books, Hardcover  
(\$19.95)*

An additional insight on who knew what prior to the Japanese attack on Pearl Harbor. With additional previously classified information which has been declassified, the authors reveal what secret was available to whom prior to the attack. How much information did Winston Churchill have? Did he hold it back from Franklin D. Roosevelt? Was the United States dragged into the war by the withholding of information?

The authors point out many aspects of revisionist history that surround these events. The detailing of documents available to various agencies and individuals is well documented. However, the reader must decide if the misinterpretation were deliberate or rather the result of poor judgement. Having recently witnessed the intelligence communities inability to correctly read the invasion of Kuwait, does this mean that

incorrect judgements are just that or the result of a conspiracy? While presenting information that was previously classified, new assumptions can be made about the decision-making process at the time, however, it is still difficult to get oneself back to that moment in history and divest the mind of knowing what happened. An interesting read and a good addition to the information on the Pearl Harbor attack and the intelligence communities' capabilities at the time.

### **Pearl Harbor Ghosts; A Journey to Hawaii Then and Now, by Thurston Clarke**

*First Printing 1991, Morrow Books,  
Hardcover (\$22.00)*

The author goes back in time using the events that have transpired since the actual attack, to provide the events with some rationale as to why the events occurred. In discussing one event, the shooting down of a particular airplane, the author presents four accounts, each by participants. Needless to say they do

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not all agree but they were all there and in fact participated in the event.

This book concentrates on what took place on the island just before the attack and subsequent. The author offers his insights as to the how and why of the attack and how the events are seen today by the residents and visitors to the island, both Americans and Japanese. The book reads well and provides one more insight to the critical event of World War II.

**The Naval Air War 1939-1945 By Nathan Miller**

*First printed in 1980, reprinted with minor changes 1991, Naval Institute Press, Hardcover, (\$24.95)*

This account of carrier-based air forces is reprinted for the fiftieth anniversary of World War

II. When first published in 1980, this book was considered the best single volume history of the naval air forces in World War II both in the Atlantic and Pacific. This volume provides a good overview of the events in the naval air war. A decent bibliography will enable the reader to do additional reading if desired. (some of the books are out of print, so trips to the library will be needed.)

There are 160 black and white photos that add to the documentation. While the major portion of the contents are about the United States Navy, there are accounts of other nation's naval services contributions to the air war. It is an excellent one volume history for the naval war buff.

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1 tomato diced small  
1/2 lemon peeled and diced

2 T capers  
1 tsp chopped parsley or chives  
2 T white wine or water  
3-4 drops gravy master  
salt and pepper to taste

Dip skate in seasoned flour and shake off. Heat a large frying pan and saute in margarine until light brown on both sides (approx. 5 minutes). Lower heat, cover pan and cook 2 minutes longer until skate is fork tender. Remove skate to serving platter. In same pan add tomato, lemon, capers and a little more margarine. Cook 30 seconds. Add parsley, white wine, and gravy master. Bring to boil, season, and pour over fish. Serves 5 people.

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## Local Skatewing Dealer Sets Regional Promotional Campaign

Mike King of Fish Island Seafoods came up with a way recently to help celebrate National Seafood month. The New Bedford seafood processor, with the help of Bergie's Seafood and local fish markets gave away two thousand pounds of fresh skatewings.

Skatewings, an underutilized species, is fast becoming an American delight. Enjoyed in Europe for years, skatewings are now being made available to the American consumer.

The event took place on Wednesday October 23rd. Six local seafood markets, Captain Franks of New Bedford, Fairhaven Chowder House,

Falmouth Fish Market, Wilfred's Seafood of Woonsocket, RI, Seafood Market of Fairhaven, and Cuttyhunk Coldwater Seafoods in Mattapoisett, all participated in distributing two pounds of fresh fish per family, free of charge.

Substantially lower in price, skatewings deliver the taste and flavor expected of traditional New England seafood. Skate fish is a delicious and inexpensive white fish. Skates retail around \$ 1.99 per/lb, a much better value than the \$ 4.50 to \$5.00 per/lb consumers now pay for comparable white fish such as cod and flounder.

The overwhelming

popularity of skatewings at the New Bedford Seafood Festival, has prompted local markets to again make this product available in the New Bedford area.

Along with the fish, these markets will also provide easy to prepare recipes such as; skatecakes, chowders, stews and other entrees. Travel on down to the closest market and pick up two free pounds of New England caught skates.

"It's time to take a fresh look at a new and affordable seafood alternative," suggested King who hopes to run another similar public relations campaign in other parts of New England

**HETLAND YOUTH HOCKEY ASSOCIATION** is pleased to announce the annual **LEARN TO SKATE** program taking place every **SUNDAY** at the **STEPHEN HETLAND MEMORIAL ARENA**, 310 Hathaway Boulevard, New Bedford, MA (next to N.B. High School). This program is designed to teach ice skating and hockey fundamentals to children between the ages of 3 to 11. The program will be held every **SUNDAY** until the month of March at 12:00 noon to 2:00 pm.

If you are interested in participating, we encourage you to visit the rink any Sunday at the time noted above. A representative of Hetland Youth Hockey will be present along with the Clinic Director, Mr. Greg LaCasse to answer any questions you may have.

For more information, call (508) 990-0532.



## Release of Information Concerning Adoption

*A Message from Jane Reilly, MSW, LICSW New Bedford Child & Family Service*

According to the laws of Massachusetts, adoption placement agencies may release information to an adopted person if he has reached the age of 18 upon his written request. This information shall be non-identifying and shall tend not to lead to the identification of the birth parent or the present or former locations.

Releasing information to a birth parent of an adopted person shall occur upon written request. The information released shall not reveal or tend to reveal his identity after adoption or his present or former locations.

Upon the adoptive parents' written

request, the agency may release information about the adopted person and his birth parents which will not identify or tend to lead to the identification of the birth parents or their present or former locations. This non-identifying information shall be medical, ethnic, socioeconomic, and educational circumstances of the person. The agency, in its discretion, may release non-identifying information concerning the circumstances under which the adopted person became available for adoption.

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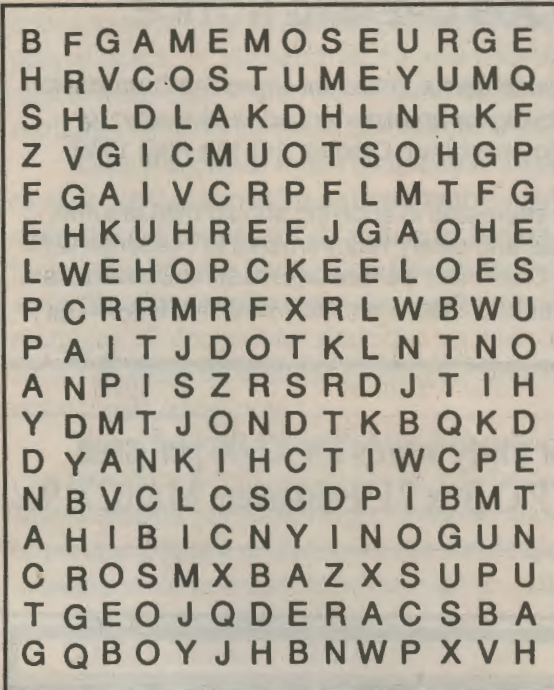
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Bats  
Howl  
Hauntedhouse  
Horror  
Boo  
Candy Apple  
Cat

Scrambler Answers  
Vote  
Sullivan  
Turney  
Bulard  
Hayes  
Elect  
November 5  
Mystery Word:  
Election Day

## The Election Scrambler

Unscramble the New Bedford Political Candidate names below, one letter to each square to form the names.

1. T V O E  
[ ] [ ] [ ] [ ]

2. A U L I N S V L  
[ ] [ ] [ ] [ ] [ ] [ ] [ ]

3. E Y T N E R I  
[ ] [ ] [ ] [ ] [ ] [ ]

4. L D U A B L R  
[ ] [ ] [ ] [ ] [ ] [ ]

5. S H E Y A  
[ ] [ ] [ ] [ ]

6. M R O E E N B V / 5  
[ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]

7. C E E T L  
[ ] [ ] [ ] [ ] [ ]

Now unscramble the circled letters to form the mystery word.

**Mystery Word**

[ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]

Scrambler Answers  
Vote  
Sullivan  
Turney  
Bulard  
Hayes  
Elect  
November 5  
Mystery Word:  
Election Day



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# "Alguma Ajuda E Melhor Do Que Nenhuma"

By José Vinagre

Membros do serado e da casa dos representantes concordaram em apropriar fundos para as pescas de Massachusetts e para programas relacionados com o mar, assim como desenvolver os cardumes de peixe do fundo no Georges Bank.

Estes programas foram incluídos no orçamento final de 1992 apropriados ao departamento do comércio e departamento da justiça no qual estão incluídas o Serviço Nacional de Pescas Marítimas assim como também outras agências de interesse marítimo. O decreto terá ainda que ser aprovado por ambas as câmaras, contudo a passagem final é considerada como certa.

Esses fundos estão primariamente marcados para pesquisas científicas ao que os legisladores de Massachusetts qualificam como sendo de máxima importância para a revitalização dos stocks que presentemente se encontram em perigo de extinção.

Estas apropriações incluem:

Quatro milhões e meio de dólares para pesquisas científicas, direcção e policiamento para aumentar os cardumes nas águas ao longo da costa da Nova Inglaterra.

Continuação da construção do Laboratório Biológico-marítimo no Instituto Oceanográfico de Woods Hole.

Manutenção do barco de pesquisas marítimas "Albatross". O presidente Bush tinha marcado este barco para desmantelamento, devido a sua antiguidade.

300 mil para uso do desenvolvimento e programas mercantis da lagosta, a serem estudados por universidades da Nova Inglaterra e Canadianas, incluindo a Universidade de Massachusetts em Dartmouth.

Fundos para o Abrigo Marítimo Nacional que protegem as espécies na zona do Stellwagen Bank, rica em baleias e outros peixes. Esta área fica localizada entre o Cape Cod e o Cape Ann, que tem sido ameaçada por desenvolvimento industrial.

750 mil para pesquisas de redes que possam ser usadas na pesca de atum sem causar perigo a extinção de golfinhos.

E continuar a subsidiar o programa Saltonstall-Kennedy que tem sido usado para inspecção das pescas e melhorar a segurança a bordo dos barcos de pesca.

## ACIDENTES MARÍTIMOS?

Se teve um acidente abordo de um barco ou enquanto trabalhava num cais você e a sua família poderão ter direito a receber benefícios ao abrigo das várias leis de compensação estaduais e federais.

A firma de advocacia de WYNN & WYNN, tem durante vários anos ajudado trabalhadores lesionados a obter benefícios e indemnizações.

Para uma consulta grátis, telefone para os advogados GONÇALO M. REGO OU WILLIAM GATELY, JR.

POR SI, ELES "LUTARÃO" COMO MAIS NINGUEM.

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# John Bullard has really got things moving the last six years. Unfortunately, they've moved away.

~~GOODYEAR~~

~~NABISCO~~

~~ELCO~~

~~CHAMBERLAIN~~

~~CAROL CABLE~~

~~CORNELL DUBILIER~~

~~MORSE~~

While John Bullard has been mayor, these companies have left New Bedford, taking valuable jobs with them. But at the same time, the Mayor continues to claim a record of working closely with businesses to keep and create jobs for the city. That's John Bullard double talk at its best.

He talks about companies like Acushnet, Borg Warner and Aerovox expanding in his campaign literature. But Acushnet and Borg Warner have laid off workers and Aerovox announced the absorption of Cornell Dubilier, causing more workers to lose jobs. Double talk.

Rosemary Tierney will give us straight talk about jobs because she knows how to create real jobs, not imagined ones. During her seven years as director of the New Bedford Regional Job Center, she helped train over 4,000 workers, and helped them find jobs. She knows how to work with businesses to develop jobs because she has done it.

Vote for Rosemary Tierney. It's time to stop talking about more jobs for New Bedford, and start doing something about it.



✓ ROSEMARY  
**TIERNEY**  
**MAYOR**

**STRAIGHT TALK, NOT DOUBLE TALK**

Paid for by the Committee to Elect Rosemary Tierney Mayor. Dr. James F. Tierney, Chairman 26 Grove Street, New Bedford